

1.0 INTRODUCTION

1.1 BACKGROUND

The United Technologies Corporation (UTC) campus in East Hartford, Connecticut (Figure 1.1-1) is home to the Pratt & Whitney (P&W) Corporation and the United Technologies Research Center (UTRC). Pratt & Whitney employs approximately 8,500 people, while UTRC employs approximately 450 people, making UTC the largest employer in East Hartford and one of the largest in the State of Connecticut (State).

The land holdings of UTC in East Hartford are substantial. Its largest holding is approximately 920 acres, a contiguous parcel bounded roughly by Main Street, Silver Lane, Forbes Street, and Brewer Street. Approximately 270 acres of this parcel are developed for industrial and office uses (Figure 1.1-2). Of the remaining 650 acres, 280 consist of the former P&W airfield, which was officially decommissioned in 1994. The remaining undeveloped land (270 acres) is primarily forested land on the eastern side of the property. Due to the large amount of undeveloped land present on the UTC property, its level topography, and its proximity to major local, state, and federal roadway systems, the currently unused UTC property has high development potential.

Development concepts have been proposed for this property in the past, although none have come to fruition, except for the construction of the Rentschler Field Stadium in 2003. The Stadium and its associated land (approximately 75 acres) are now owned by the State of Connecticut. In 2000, UTC and its developer proposed a plan to develop the remaining Rentschler Field property. A Global Technology Center (GTC) concept was envisioned which would focus on research and development and associated land uses. At that time, UTC and its developer recognized the need for providing roadway infrastructure improvements for access to the property. Specifically, the main access to the existing UTC facilities at the Roberts Street/Silver Lane intersection was targeted for major improvements. Concept plans were prepared by the developer and presented to the Connecticut Department of Transportation (DOT).

In order to support the proposed future development of the UTC property, the Connecticut Department of Economic and Community Development (DECD) began steps to secure state funding for the design and construction of transportation improvements including a new grade-separated Roberts Street/Silver Lane intersection. Since such improvements had the potential for causing significant environmental impact, the Connecticut Environmental Policy Act (CEPA) mandated the preparation of an Environmental Impact Evaluation (EIE). In December, 2001, the CEPA scoping process was initiated through a Stage I review process by DECD. Commentary from the following state agencies was received:

- Office of Policy and Management (OPM),
- State Traffic Commission (STC),
- Connecticut Historical Commission (CHC),
- Connecticut Department of Public Health (DPH),
- Connecticut Department of Agriculture (DOA), and
- Connecticut Department of Environmental Protection (DEP).

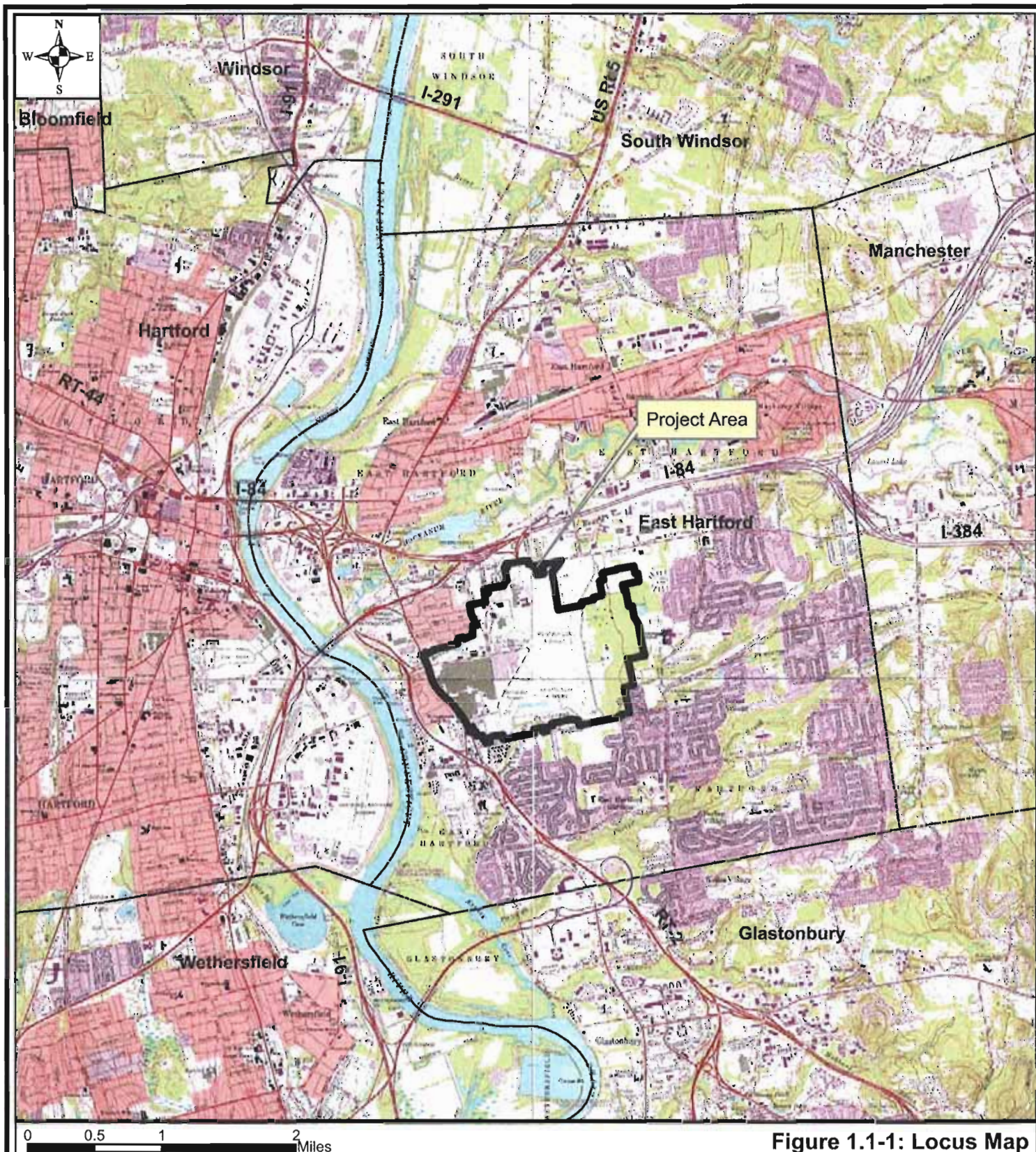


Figure 1.1-1: Locus Map

Infrastructure Improvements/ Rentschler Field Development East Hartford, Connecticut



LEGEND

----- UTC PROPERTY BOUNDARY

AERIAL PHOTO (SBC, 2002 AND COL--EAST, 2005)

**INFRASTRUCTURE IMPROVEMENT/
RENTSCHLER FIELD DEVELOPMENT
ENVIRONMENTAL IMPACT EVALUATION
EAST HARTFORD, CT**

SCALE
1" = 1200'
DATE
AUGUST 2006

**FIGURE 1.1-2
PROJECT AREA**

The CEPA process initiated in 2001 did not proceed at that time because UTC's plans for the development of the site were in flux. Incorporating many of the general concepts of the GTC with other mixed-use development, UTC and its current developer, The Matos Group (TMG), conceived a Master Plan that was submitted to the Town of East Hartford (Town) Planning and Zoning Commission (PZC) in May, 2005. The Master Plan was prepared in support of an Application for Zone Change for the UTC property. The zone change proposal, from I-2 and I-3 (Industrial) to Design Development District (DDD) would provide for more flexible use of the property, allowing a variety of land uses subject to specific performance standards. The zone change was approved by the PZC in June, 2005.

The Master Plan calls for development of approximately 5.7 million square feet (sf) of new buildings allowable in the DDD including office, educational, medical/fitness, technology, cultural, sports, hotel, destination retail/entertainment, residential, and manufacturing facilities. More detailed information on the Master Plan is provided in Section 1.2.4.

Significant transportation improvements would be required to provide adequate access to the proposed development. Proposed transportation improvements were identified to provide access to the development site and to provide increased capacity of the roadway system. Details are presented in Section 1.2.

The Master Plan (also referred to in this document as the "site development") includes proposed development within areas that are currently used for Stadium parking. Stadium patrons are currently allowed to park along the existing runways and within grassy areas adjacent to the runways, as these areas are otherwise not currently used. However, Master Plan development would utilize these areas and make them unavailable for future Stadium parking.

OPM, TMG, and UTC have worked to develop a Stadium Parking Plan that satisfies the needs for Stadium parking while allowing for future development of Rentschler Field. The Stadium Parking Plan is presented in detail in Section 1.2.2.

In 2002, the Capitol Region Education Council (CREC) proposed to design and construct a new magnet school primarily meant to service East Hartford and Glastonbury elementary school students. This would replace the existing East Hartford-Glastonbury Elementary Magnet School (EHGEMS) housed in a wing of Barnes Elementary School on May Road in East Hartford. UTC has been working with CREC to find a suitable location within UTC property for the new 400-student school. In September, 2004, the State Bond Commission allocated funds to "provide a grant-in-aid to the Town of East Hartford for costs associated with the development and construction of an internal road leading to a new magnet school to be developed near Rentschler Field" in the amount of \$3.175 million.

The original concept for the magnet school involved access from the proposed Rentschler Field Development internal roadway system. However, after an alternatives analysis was conducted (See Section 2.3), access from Forbes Street was selected as the preferred access means for the magnet school. This alternative involves less environmental impact and is compatible with the magnet school construction schedule, therefore connection between the magnet school and Rentschler Field is not needed. The project is separate and distinct from the Master Plan because it has independent utility in that: 1) it would have no direct connection to any of the Master Plan infrastructure; 2) is not dependent, in any way, on the success of the Master Plan development; and 3) its educational purpose is not linked to any elements of the Master Plan.

The access drive to the magnet school is included in this EIE because it is within the general geographical setting of the overall Master Plan, therefore it is an action that has the potential for cumulative impacts. However, given that it is a state-funded action with independent utility and minimal environmental impact, the magnet school access drive, in and of itself, is not subject to CEPA.

UTC and TMG have proposed a phased development scenario including an initial program of construction and infrastructure improvements. The first phase of development and associated transportation improvements are being undertaken in the absence of state funding. Therefore, the impacts associated with these activities are not subject to CEPA. However, given that there is a relationship of the first phase of development and associated transportation improvements to later phases, thereby contributing to the cumulative impact of the project, the Phase 1 portion of the project has been considered within this EIE.

Phase 1 consists of the following site development and transportation activities:

- Additional turning lanes at the Roberts Street/Silver Lane intersection;
- Re-striping or an additional travel lane on Silver Lane between the Route 15 northbound off ramp and Mercer Avenue;
- A new road (East Hartford Boulevard North) to access the Phase 1 development;
- Construction of a 185,000 sf Cabelas store;
- Construction of a portion (100,000 sf) of the Connecticut Center for Advanced Technology (CCAT) facility, and
- An additional 615,000 sf of mixed-use development.

All of the proposed Phase 1 activities listed above would be subject to a variety of local, state, and federal permit processes including a STC Certificate. The STC process evaluates the ability of the state roadway system to handle the additional traffic generated by development. Permits and approvals from DEP, the U.S. Army Corps of Engineers (ACOE), the Federal Emergency Management Agency (FEMA), and the Town of East Hartford may also be required.

1.2 DESCRIPTION OF THE PROPOSED ACTION

The Proposed Action consists of five state-funded activities:

- Construction of long term transportation improvements at the Roberts Street/Silver Lane intersection and East Hartford Boulevard North to the internal ring road;
- Construction of long term improvements at the Interstate 84 (I-84) westbound off ramp at Roberts Street;
- Construction of long term transportation improvements in the Route 2/Brewer/Main/High Streets/East Hartford Boulevard South area;
- Development of permanent stadium parking areas; and
- Construction of an access road leading to the new EHGEMS.

The State may also provide funding for certain on-site improvements including the connection of Mercer Avenue to the UTC property. Detailed descriptions of these activities are presented below.

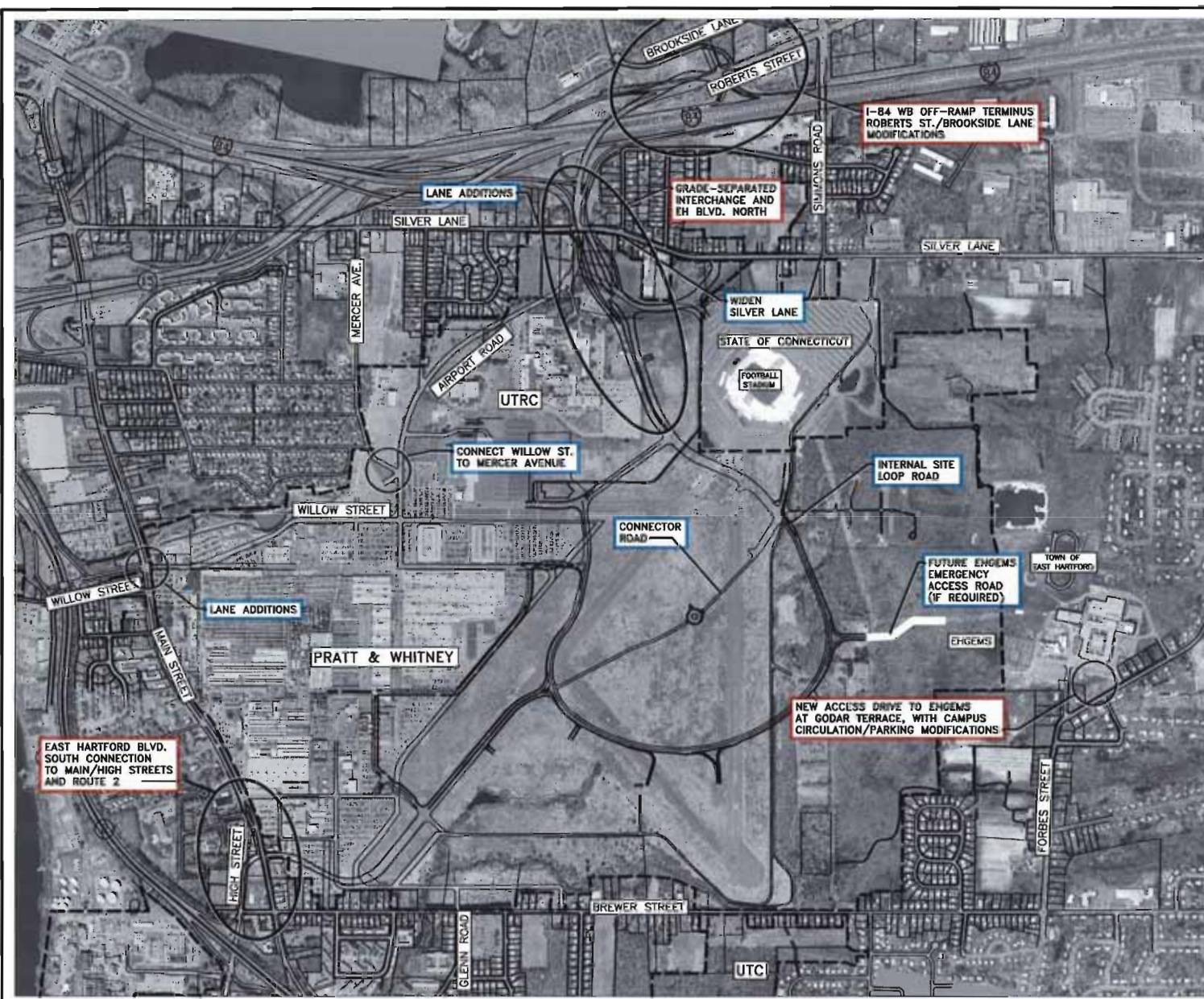
1.2.1 The Transportation Network

The various transportation improvements included in the Proposed Action must be viewed as elements of the entire transportation network in and around Rentschler Field. A coordinated effort was made between DECD, DOT, OPM, the Town of East Hartford, UTC, and TMG to develop an overall Transportation Master Plan for the roadway system that services the proposed Rentschler Field development, the Rentschler Field Stadium and local roads. Through various meetings and workshops, a Transportation Master Plan evolved after careful consideration of the potential traffic, environmental, and socioeconomic impacts of a full-build development scenario.

The transportation network potentially affected by the Master Plan for the development of Rentschler Field (Master Plan) is extensive, consisting of Route 2, I-84, Roberts Street, Main Street (Route 5), and Silver Lane, as well as several local streets such as Mercer Avenue and Simmons Road. The existing and planned uses within Rentschler Field are similarly broad, involving many different stakeholders. For example, the overall Transportation Master Plan must be compatible with the existing and future traffic needs of the Stadium. Similarly, the parking needs of the Stadium needed to be compatible with the internal transportation network and site development of Rentschler Field. Moreover, the plan must ensure access to and from local and state-owned streets in the project area.

An iterative traffic analysis was conducted in which several development scenarios and potential roadway improvements were modeled. Through this iterative process, a scenario was created for traffic increases resulting from site development that was accepted by DOT. The assumptions for traffic generation, distribution, pass-by rates, capture rates and volumes were modeled against the existing and proposed Transportation Master Plan in order to ascertain the amount and type of development at Rentschler Field that could be supported by the proposed transportation improvements.

The result was a mixed use development scenario of approximately 5.7 million sf which could be accommodated by the proposed transportation improvements. Figure 1.2.1-1 depicts these improvements as an overall "snapshot" of the roadway network improvements. These transportation improvements would be implemented in a phased approach in response to



LEGEND

----- UTC PROPERTY BOUNDARY

STATE-FUNDED
TRANSPORTATION IMPROVEMENTS

PRIVATELY-FUNDED
TRANSPORTATION IMPROVEMENTS

NOTE: SEE FIGURES 1.2.1-2 THROUGH 1.2.1-9
FOR MORE DETAIL ON EACH IMPROVEMENT AREA.

AERIAL PHOTO (SBC, 2002 AND COL-EAST, 2005)

**INFRASTRUCTURE IMPROVEMENT/
RENTSCHLER FIELD DEVELOPMENT
ENVIRONMENTAL IMPACT EVALUATION
EAST HARTFORD, CT**

SCALE
1" = 1000'
DATE
AUGUST 2006

**FIGURE 1.2.1-1
FULL BUILD
MASTER TRANSPORTATION PLAN**

individual development projects at Rentschler Field. The major transportation improvements at Roberts Street/Silver Lane and the Route 2/Brewer/Main/High Street area are considered the primary improvements that should be implemented to support the full scale development of Rentschler Field. These essential improvements are the subject of proposed state funding, constituting the state actions that are subject to CEPA. The following subsections provide detailed descriptions of the various state-funded projects which compose the Proposed Action for this EIE.

Please note that the drawings contained in this subsection (Figures 1.2.1-2 through 1.2.1-9) are conceptual only. These drawings were developed to identify and provide an estimate of the potential impacts to physical and environmental resources in the project area. Further analysis and design, including boundary surveys of rights-of-way and properties within the various transportation corridors, would need to be conducted in order to provide an accurate measure of impacts.

1.2.1.1 Roberts Street/Silver Lane Grade-Separated Intersection

This existing four-way intersection is an important hub in the local and regional transportation network. Traffic from the I-84 ramps, Roberts Street, Silver Lane, and Airport Road converge at this signalized intersection. As described in Section 1.3, the intersection will operate at deficient levels of service during the AM and PM peak hours after approximately 900,000 sf of development is completed at Rentschler Field. The Phase 1 improvements described in Section 1.1 are designed to accommodate the initial phase of development; however, development beyond this initial phase would require more substantial modifications to this and other intersections and roadway segments in the project area.

Due to the significant increase in traffic as a result of full site development, major improvements will be required at the Roberts Street/Silver Lane intersection in the form of a grade-separated intersection that allows for free flow movements from Roberts Street to the existing P&W and UTC facilities, the Stadium, and the proposed development site.

Several design alternatives have been evaluated for a grade-separated intersection over the last two years. Previously considered and new alternatives were evaluated with respect to operational and environmental impact factors as described in Section 2.0. The result is the selection of a preferred alternative that is evaluated in detail in this EIE.

The preferred alternative is the construction of a grade-separated Roberts Street/Silver Lane intersection as shown in Figures 1.2.1-2, 1.2.1-3, and 1.2.1-4. The profile of the Roberts Street/East Hartford Boulevard North is shown in Figure 1.2.1-6. The proposed improvements to this intersection include grade separating the existing intersection of Roberts Street and Silver Lane and relocating the intersection to the west approximately 30 feet. See Figures 1.2.1-2, 1.2.1-3, and 1.2.1-4. Roberts Street connects to East Hartford Boulevard North south of Silver Lane making Roberts Street the primary access to the proposed Rentschler Field development. This relocation of the Roberts Street / Silver Lane intersection and other improvements also benefits the Rentschler Field Stadium by providing direct access from I-84 / Roberts Street and points north into the Stadium without affecting Silver Lane traffic. Access directly to the Rentschler site from Silver Lane will be provided via two one-way roadways that would connect to Silver Lane at the location of the existing Silver Lane / Roberts Street intersection, underneath the proposed Roberts Street overpass. This new geometry is also designed to allow for improved access to the Stadium, thereby minimizing the need for temporary traffic control measures before and after events. These improvements will require minor ROW acquisition from some of the properties along Silver Lane. The bulk of the new roadway network is located on UTC Property.

1.2.1.2 I-84 Westbound Off Ramp at Roberts Street

Presently this intersection is a conventional 4-legged intersection with Roberts Street as the east-west legs, the I-84 Westbound ramps as the southern leg and Brookside Lane to the north (Figure 1.2.1-7). The proposed change to this intersection is a realignment of the intersection so that the vehicles exiting I-84 from the east wishing to travel on Roberts Street Westbound are the through movement instead of a left turn. This realignment effectively puts a 90-degree turn in Roberts Street which is necessary to prevent vehicles from queuing on the I-84 WB off-ramp back to I-84 mainline. These improvements will require the acquisition of ROW along the north side of Roberts Street. Wetland and floodplain impacts may also result.

1.2.1.3 Route 2/Brewer/Main/High Streets Intersection Improvements

To accommodate additional development beyond Phase 1, transportation improvements would also be required in the Route 2/Brewer/Main/High Streets area in order to provide a southern connection to and from the proposed Rentschler Field development. East Hartford Boulevard South is a new roadway proposed between the southern portion of the Rentschler development and Main Street / High Street. See Figure 1.2.1-8. East Hartford Boulevard South will cross the existing P&W engineering parking field and intersect Main Street to the north of Augie and Ray's opposite the Shell Gas station. High Street will be realigned to intersect Main Street opposite East Hartford Boulevard South, approximately 575 feet south of the existing Main Street /High Street intersection. High Street will remain a one-way southbound. Main Street between the existing High Street intersection and the new intersection of High Street / East Hartford Boulevard South will be converted to two-way traffic. This new roadway network will require the acquisition of part or the entire property of the Shell Gas Station on the west side of Main Street and the Nail Salon located on the east side of Main Street.

The intersection of Main Street and Brewer Street will also need improvements due to the changes in the traffic patterns and the closure of the P&W drive to Brewer Street opposite Glenn Road. A Main Street northbound through lane and a Brewer Street westbound right turn lane will need to be added. If the P&W drive was to remain open after the improvements, then these improvements would not be required.

1.2.1.4 Main Street/Willow Street Intersection Improvements

Site development beyond Phase 1 will necessitate improvements at the Main Street/Willow Street intersection in order to accommodate traffic entering and exiting the proposed development to/from the west. Capacity improvements at this intersection would include the addition of a northbound Main Street right turn lane, the addition of an eastbound Willow Street left turn lane and a westbound Willow Street right turn lane. See Figure 1.2.1-9. Lengthening of the existing southbound Main Street left turn lane is also needed. All roadway work will be accomplished on State, Town or UTC Property.

1.2.1.5 Silver Lane Improvements

Due to increased traffic volumes traveling on Silver Lane between Route 15 and the proposed Rentschler Field development, as well additional traffic volume on the I-84 HOV Ramps at Mercer Avenue, Silver Lane will need to be widened to 4 lanes (2 lanes in each direction) throughout this area (Figure 1.2.1-5). The additional lanes are needed specifically between Route 15 and just east of Mercer Avenue, however it is impractical to narrow Silver lane between Mercer Avenue and the Roberts Street overpass where 4 lanes are again needed. These improvements will require minor "Sliver" (less than 5 feet wide) ROW acquisitions from many of the properties along Silver Lane.

MATCH MARK FIGURE 1.2.1-5



MATCH MARK FIGURE 1.2.1-3

MATCH MARK FIGURE 1.2.1-4

LEGEND

UTC PROPERTY BOUNDARY

OTHER PROPERTY BOUNDARY (MDC)

WETLANDS — FEDERAL (1998)

WETLANDS — STATE ONLY (TOWN APPROVED, 1998)

WETLANDS — ESTIMATED BY BEC, 2005

100-YEAR FLOODPLAIN (CTGIS), (F & O, 2001, 2006)

FLOODWAY BOUNDARY (CTGIS), (F & O, 2001, 2006)

EXISTING WATER RESOURCES SOURCE: CT GIS

HIGH CONTAMINATION RISK PROPERTY OUTLINE (M&E, 2006)

MODERATE CONTAMINATION RISK PROPERTY OUTLINE (M&E, 2006)

HISTORICAL PROPERTY

SCALE

200 0 200

PROPERTY LINE INFORMATION BASED ON MDC MAPPING

INFRASTRUCTURE IMPROVEMENT/
RENTSCHLER FIELD DEVELOPMENT
ENVIRONMENTAL IMPACT EVALUATION
EAST HARTFORD, CT

SCALE
1" = 200'

DATE
AUGUST 2006

FIGURE 1.2.1-2 (1 OF 4)
ROADWAY IMPROVEMENTS AT
ROBERTS ST./SILVER LN./E.H. BLVD.

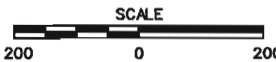
MATCH MARK FIGURE 1.2.1-2



LEGEND



- UTC PROPERTY BOUNDARY
- OTHER PROPERTY BOUNDARY (MDC)
- WETLANDS - FEDERAL (1998)
- WETLANDS - STATE ONLY (TOWN APPROVED, 1998)
- WETLANDS - ESTIMATED BY BEC, 2005
- 100-YEAR FLOODPLAIN (CTGIS), (F & O, 2001, 2006)
- FLOODWAY BOUNDARY (CTGIS), (F & O, 2001, 2006)
- EXISTING WATER RESOURCES SOURCE: CT GIS
- HIGH CONTAMINATION RISK PROPERTY OUTLINE (M&E, 2006)
- MODERATE CONTAMINATION RISK PROPERTY OUTLINE (M&E, 2006)
- HISTORICAL PROPERTY

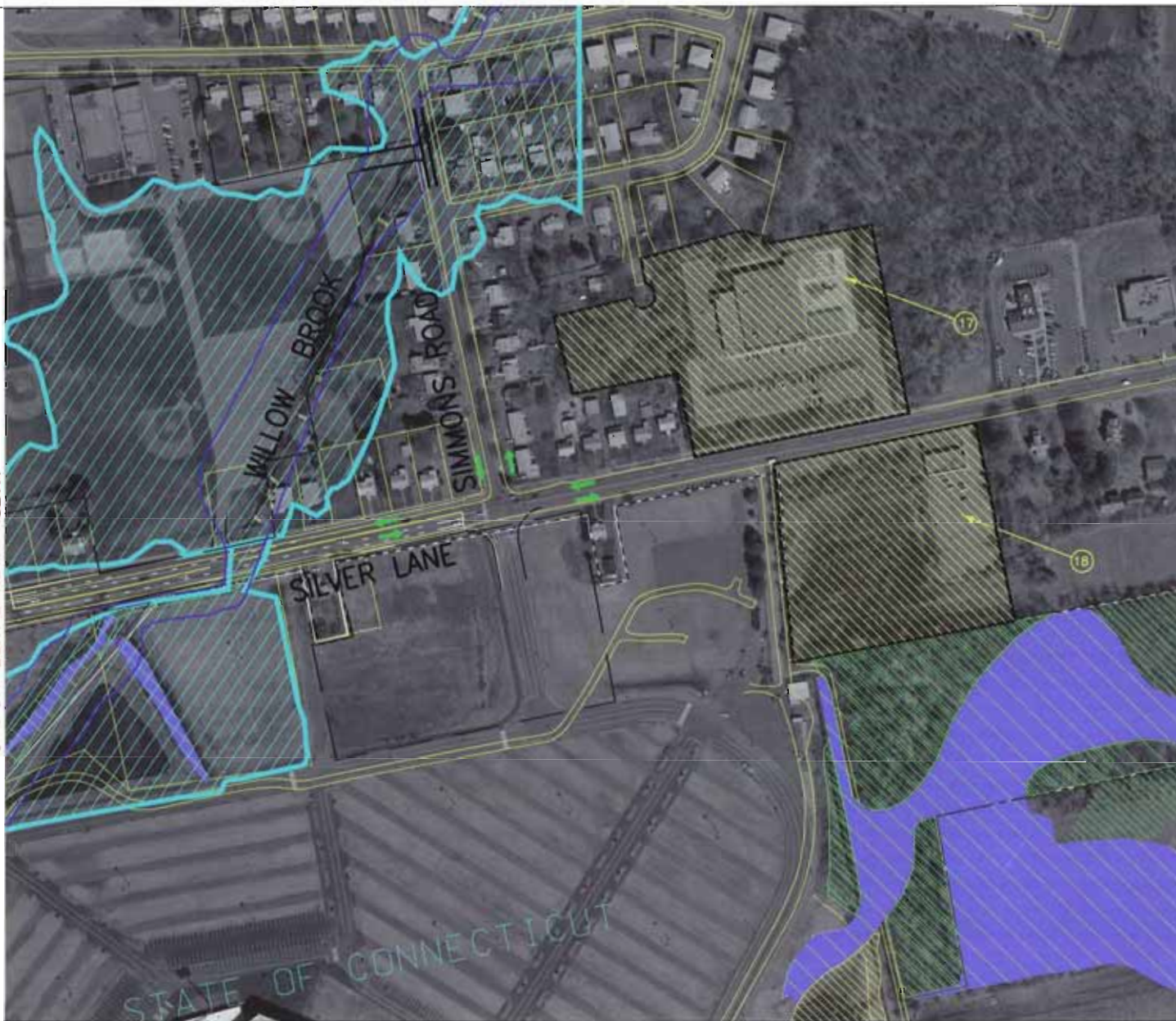


PROPERTY LINE INFORMATION BASED ON MDC MAPPING

INFRASTRUCTURE IMPROVEMENT/
RENTSCHLER FIELD DEVELOPMENT
ENVIRONMENTAL IMPACT EVALUATION
EAST HARTFORD, CT

SCALE
1" = 200'
DATE
AUGUST 2006

**FIGURE 1.2.1-3 (2 OF 4)
ROADWAY IMPROVEMENTS AT
E. HARTFORD BLVD AND LOOP ROADS**



LEGEND



- — — — — UTC PROPERTY BOUNDARY
- — — — — OTHER PROPERTY BOUNDARY (MDC)
- WETLANDS — FEDERAL (1998)
- WETLANDS — STATE ONLY (TOWN APPROVED, 1998)
- WETLANDS — ESTIMATED BY BEC, 2005
- 100-YEAR FLOODPLAIN (CTGIS), (F&O, 2001, 2006) SOUTH OF SILVER LN.) (FEMA,1979— N. OF SILVER LN.)
- FLOODWAY BOUNDARY (CTGIS), (F&O, 2001, 2006) SOUTH OF SILVER LN.) (FEMA,1979— N. OF SILVER LN.)
- EXISTING WATER RESOURCES SOURCE: CT GIS

- HIGH CONTAMINATION RISK PROPERTY OUTLINE (M&E, 2006)
- MODERATE CONTAMINATION RISK PROPERTY OUTLINE (M&E, 2006)
- HISTORICAL PROPERTY

SCALE
200 0 200
PROPERTY LINE INFORMATION BASED ON MDC MAPPING

**INFRASTRUCTURE IMPROVEMENT/
RENTSCHLER FIELD DEVELOPMENT
ENVIRONMENTAL IMPACT EVALUATION
EAST HARTFORD, CT**

**FIGURE 1.2.1-4 (3 OF 4)
ROADWAY IMPROVEMENTS AT
SILVER LANE AND SIMMONS ROAD**

SCALE
1" = 200'
DATE
AUGUST 2006



MATCH MARK FIGURE 1.2.1-2

LEGEND



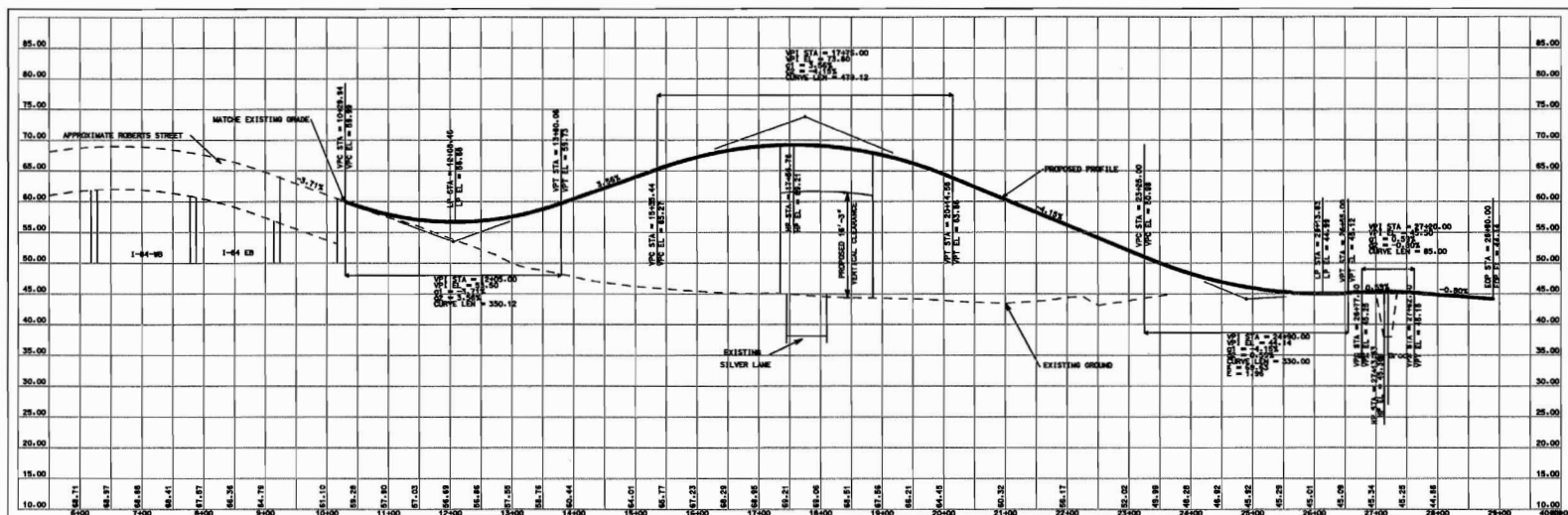
- UTC PROPERTY BOUNDARY
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- WETLANDS — ESTIMATED BY BEC, 2005
- 100-YEAR FLOODPLAIN (CTGIS), (FEMA, 1979)
- FLOODWAY BOUNDARY (CTGIS), (FEMA, 1979)
- EXISTING WATER RESOURCES
SOURCE: CT GIS

- HIGH CONTAMINATION RISK PROPERTY OUTLINE (M&E, 2006)
- MODERATE CONTAMINATION RISK PROPERTY OUTLINE (M&E, 2006)
- HISTORICAL PROPERTY

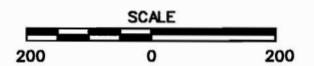
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PROPERTY LINE INFORMATION BASED ON MDC MAPPING

INFRASTRUCTURE IMPROVEMENT/ RENTSCHLER FIELD DEVELOPMENT ENVIRONMENTAL IMPACT EVALUATION EAST HARTFORD, CT	SCALE 1" = 200' DATE AUGUST 2006
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**FIGURE 1.2.1-5 (4 OF 4)
ROADWAY IMPROVEMENTS AT
SILVER LANE AND I-84 H.O.V. LANE**



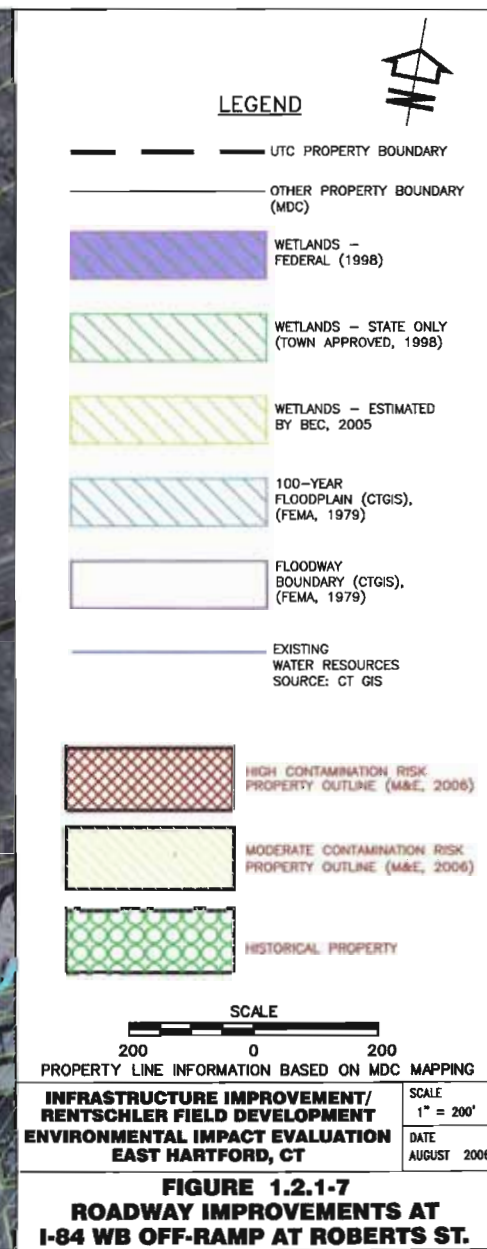
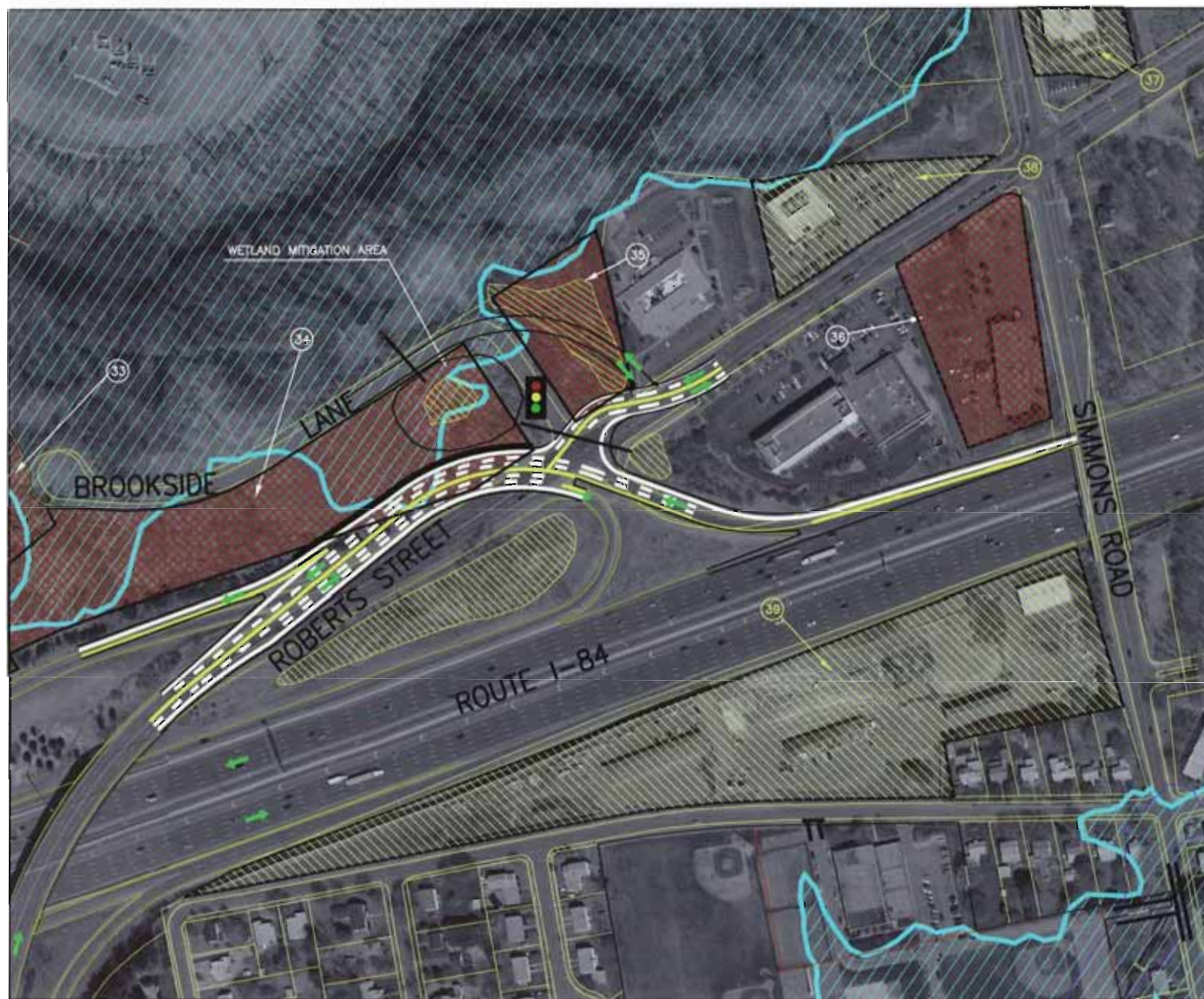
PROPOSED ROBERTS STREET - EAST HARTFORD BOULEVARD NORTH



**INFRASTRUCTURE IMPROVEMENT/
RENTSCHLER FIELD DEVELOPMENT
ENVIRONMENTAL IMPACT EVALUATION
EAST HARTFORD, CT**

SCALE
1" = 200'
DATE
AUGUST 2006

**FIGURE 1.2.1-6
PROPOSED ROBERTS STREET -
E. HARTFORD BLVD. NORTH PROFILE**





LEGEND



- UTC PROPERTY BOUNDARY
- OTHER PROPERTY BOUNDARY (MDC)
- WETLANDS — FEDERAL (1998)
- WETLANDS — STATE ONLY (TOWN APPROVED, 1998)
- WETLANDS — ESTIMATED BY BEC, 2005
- 100-YEAR FLOODPLAIN (CTGIS), (FEMA, 1979)
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- EXISTING WATER RESOURCES SOURCE: CT GIS
- HIGH CONTAMINATION RISK PROPERTY OUTLINE (M&E, 2006)
- MODERATE CONTAMINATION RISK PROPERTY OUTLINE (M&E, 2006)
- HISTORICAL PROPERTY

SCALE

200 0 200
PROPERTY LINE INFORMATION BASED ON MDC MAPPING

**INFRASTRUCTURE IMPROVEMENT/
RENTSCHLER FIELD DEVELOPMENT
ENVIRONMENTAL IMPACT EVALUATION
EAST HARTFORD, CT**

SCALE
1" = 200'
DATE
AUGUST 2006

**FIGURE 1.2.1-8
ROADWAY IMPROVEMENTS AT HIGH ST,
MAIN ST, BREWER ST, AND E.H. BLVD. S.**



LEGEND



- — — — — UTC PROPERTY BOUNDARY
- — — — — OTHER PROPERTY BOUNDARY (MDC)
- WETLANDS — FEDERAL (1998)
- WETLANDS — STATE ONLY (TOWN APPROVED, 1998)
- WETLANDS — ESTIMATED BY BEC, 2005
- 100-YEAR FLOODPLAIN (CTGIS), (FEMA, 1979)
- FLOODWAY BOUNDARY (CTGIS), (FEMA, 1979)
- EXISTING WATER RESOURCES
SOURCE: CT GIS
- HIGH CONTAMINATION RISK PROPERTY OUTLINE (M&E, 2006)
- MODERATE CONTAMINATION RISK PROPERTY OUTLINE (M&E, 2006)
- HISTORICAL PROPERTY

SCALE

—200 0 —200

PROPERTY LINE INFORMATION BASED ON MDC MAPPING

**INFRASTRUCTURE IMPROVEMENT/
RENTSCHLER FIELD DEVELOPMENT
ENVIRONMENTAL IMPACT EVALUATION
EAST HARTFORD, CT**

SCALE
1" = 200'
DATE
AUGUST 2006

**FIGURE 1.2.1-9
ROADWAY IMPROVEMENTS AT
WILLOW STREET AND MAIN STREET**

1.2.2 Stadium Parking Plan

The Rentschler Field Stadium (The Stadium) is a 38,000-seat Division 1A arena primarily used for University of Connecticut (UConn) football games in the late summer and fall. The Stadium also hosts other events including soccer games, high school football games, and, on occasion, concerts. The Stadium was constructed in 2003 on a 75-acre parcel of land formerly owned by UTC. This land, now owned by the State, is of sufficient size to accommodate the Stadium, perimeter road, and adjacent parking for 4,082 vehicles.

The total demand for parking, based on vehicle counts for the past three years is 16,000 spaces based on a sellout event. In addition to reserved parking around the Stadium, parking is accommodated on the runways and in grassy areas primarily to the south of the Stadium. A relatively small number of parking spaces are provided in privately managed lots on Silver Lane. Currently, vehicles are not allowed to park in the grassland areas between April 1 and August 15, per an agreement between OPM and DEP, because this is the nesting season for state protected grassland birds previously observed in the area.

The land used for parking is under the ownership of UTC, but is subject to a lease agreement with the State for Stadium parking use. Under the proposed Stadium Parking Plan, UTC would make available approximately 65 acres of usable land to the State for Stadium parking in order to meet its current parking demand. Any future expansion of the Stadium would involve a proportional amount of increased parking area. Dedicated Stadium parking and/or shared use parking arrangements will all be considered by the State so long as the requisite number of spaces can be provided during Stadium events. The proposed Stadium Parking Plan based on the existing seating capacity is depicted in Figure 1.2.2-1. The areas that have been considered for development of permanent Stadium parking areas include the following:

- **Area 1:** Sixteen (16) acres of land containing seven softball fields, tennis courts, and a fitness center operated by the P&W Aircraft Club.
- **Area 2:** A four (4) acre grassed area bordered by Silver Lane to the north, Willow Brook to the east, the Stadium access road to the south, and offices to the west. This area is within the impact area of the proposed Roberts Street/Silver Lane grade-separated intersection design; **thus it was eliminated from consideration as a long-term parking area for Stadium events.** Therefore, it is not shown in Figure 1.2.2-1.
- **Area 3:** Two parcels totaling four (4) acres in size, to the immediate north of the Stadium, bisected by the East Gate access road. This area is currently maintained as grass.
- **Area 4:** An area of proposed development that the State and UTC have discussed as a possible shared use arrangement. This area could accommodate approximately 800-1,000 parking spaces, depending on the nature of the ultimate development of this parcel. No formal agreement for using this site for Stadium parking has been made, nevertheless it is evaluated in this EIE.
- **Area 5:** A 25 acre parcel located southeast of the Stadium. This parcel is under a shared parking agreement with UTC and TMG. This parcel contains two watercourse segments that drain wetlands in the eastern portion of UTC. The parcel is located in the "North Klondike Area", an area that was formerly used for various industrial activities such as jet fuel testing. As such, there is potential soil contamination on this parcel. For additional information on soil contamination, see Section 3.1.6.
- **Area 6:** A sixteen (16) acre parcel located south of Area 5. Like Area 5, this parcel has a history of activities that have likely resulted in soil and/or groundwater contamination.

The southern limits of this area have yet to be determined; therefore the portions of Area 6 to be used as parking may exceed 16 acres.

- Area 7: A 9-acre upland forest parcel located east of the Stadium. Crossing of a waterway would be required from the south to access this parcel. Also, the Master Plan targets this area for future recreational use or conservation which may make this area unusable for Stadium parking. **At this time it is not being considered as a Stadium parking area** and, therefore, is not depicted in Figure 1.2.2-1.

At this time, the areas projected for Stadium Parking are 1, 3, 4, 5 and 6 as depicted in Figure 1.2.2-1, subject to the restrictions noted above. UTC has agreed to provide the necessary level of remediation in order to comply with DEP requirements for the proposed land use. It is currently envisioned that these areas would be cleared of trees and shrubs and planted with grass for parking. Reinforced turf or simple grass seeding will be provided in these areas depending on the suitability of surficial soils for structural support and drainage. No paved parking is proposed at this time. Lighting will be provided in the form of permanent overhead lights.

The State proposes to maintain a buffer from existing wetlands and watercourses in the proposed Stadium Parking areas. The amount of buffer needed will be determined when local, state and federal permits are applied for and lot design has advanced. The buffer requirements will take into many factors including: the potential for indirect impacts to the adjacent wetlands from stadium parking patrons; the nature of the existing buffers and their ability to protect the wetlands; and, the nature of potential soil and/or groundwater contamination and the effects of its remediation on the adjoining resources. A constructed buffer may consist of fencing or hedges that will prevent and discourage patrons from entering the buffer zones or discarding trash that could enter the wetlands. Where feasible, cleared buffer areas consisting of sandy soils and grass that could also serve as nesting habitat for those turtles that inhabit the adjoining deciduous forest in the eastern portion of the UTC property will be provided.

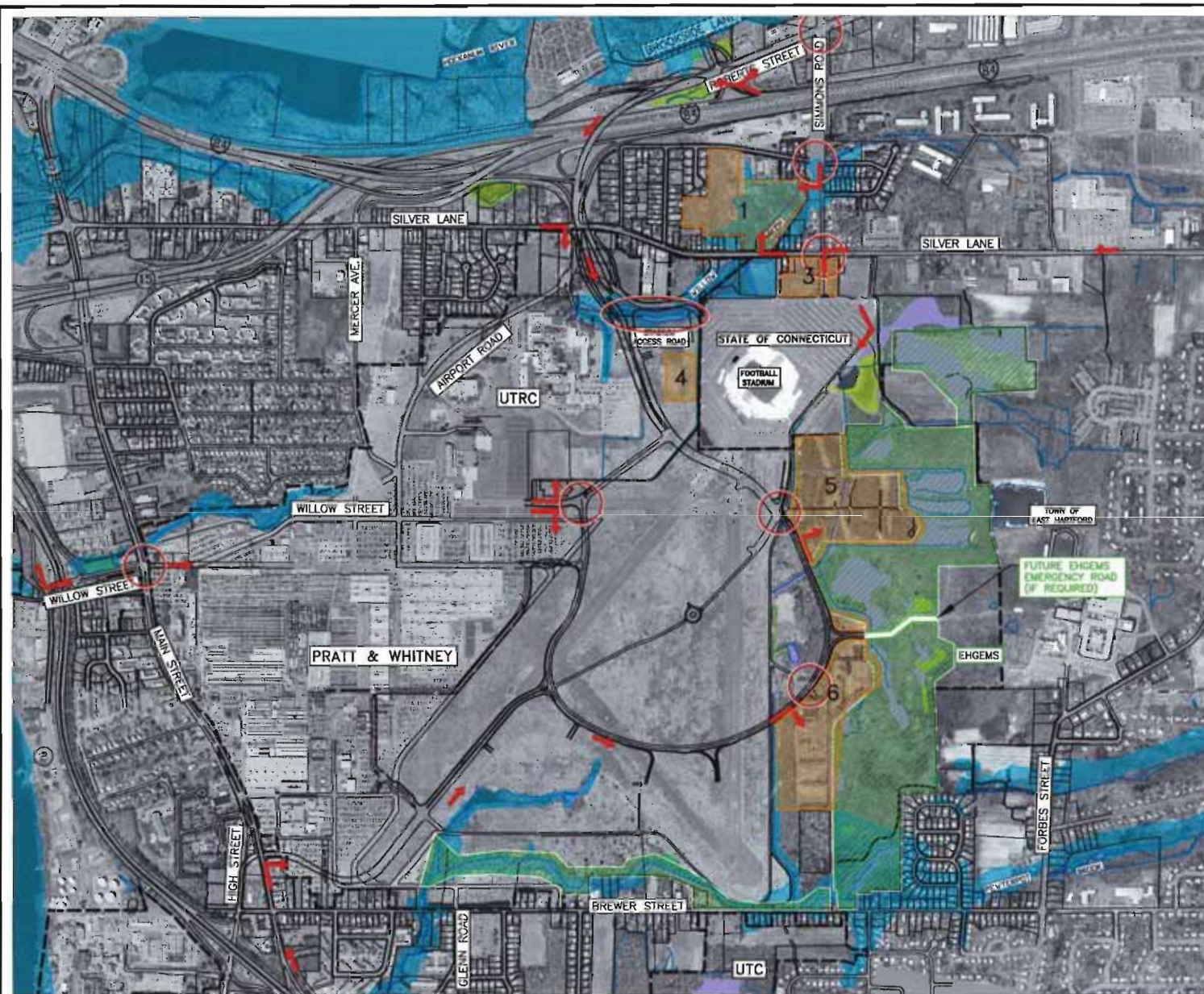
Vehicular access to the proposed Stadium Parking areas has been coordinated with DOT, TMG, and UTC. The access plan (Figure 1.2.2-1) takes into account the existing travel pattern to/from the Stadium during football games and other events. These travel patterns were determined by DOT traffic counts, overhead visual observation during events, and conversations with Stadium operators and their parking contractors.

A preliminary traffic management plan that incorporates the proposed roadway infrastructure improvements, site development, and Stadium parking has been prepared and is discussed in general below. A detailed traffic management plan will be prepared by the Stadium Traffic Management Committee at a later date and will be updated, as needed, as conditions and travel patterns change in conjunction with future site development and roadway improvements.

1.2.3 Access Road to EHGEMS

The EHGEMS is proposed to be located in the easternmost section of the UTC property. The school would accommodate approximately 400 elementary school students from East Hartford (150 students), Glastonbury (150 students), Hartford (60), and other surrounding towns. The Proposed Action is to provide access to the new magnet school from Forbes Street, where there is currently access to East Hartford High School (EHHS) and the Connecticut International Baccalaureate Academy (CIBA) (Figure 1.2.3-1).

Several alternatives for access to the EHGEMS were evaluated and are presented in detail in Section 2.3. In summary, there were a total of ten alternatives: three from Brewer Street along an



LEGEND

- UTC PROPERTY BOUNDARY
- OTHER PROPERTY BOUNDARY (MDC)
- WETLANDS — STATE & FEDERAL (1998)
- WETLANDS — STATE ONLY (TOWN APPROVED, 1998)
- WETLANDS — ESTIMATED BY BEC, 2005
- 100-YEAR FLOODPLAIN (CTGIS)
- FLOODWAY BOUNDARY (CTGIS)
- AREA BEING CONSIDERED FOR PRESERVATION
- 5 FUTURE STADIUM PARKING AREAS
- TEMPORARY CONTROLS FOR STADIUM EVENTS ONLY
- IN-BOUND STADIUM TRAFFIC FLOW

PARKING AREAS 2 AND 7 NOT SHOWN, AS THESE HAVE BEEN ELIMINATED FROM CONSIDERATION.

AERIAL PHOTO (SBC, 2002 AND COL-EAST, 2005)

**INFRASTRUCTURE IMPROVEMENT/
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ENVIRONMENTAL IMPACT EVALUATION
EAST HARTFORD, CT**

SCALE
1" = 1000'
DATE
AUGUST 2006

**FIGURE 1.2.2-1
FUTURE STADIUM
PARKING PLAN**

existing gated unimproved road; one from the planned internal site development roadway network; and, six from Forbes Street through the existing EHHS and CIBA campuses. One of the six Forbes Street alternatives was selected as preferred and it is described below.

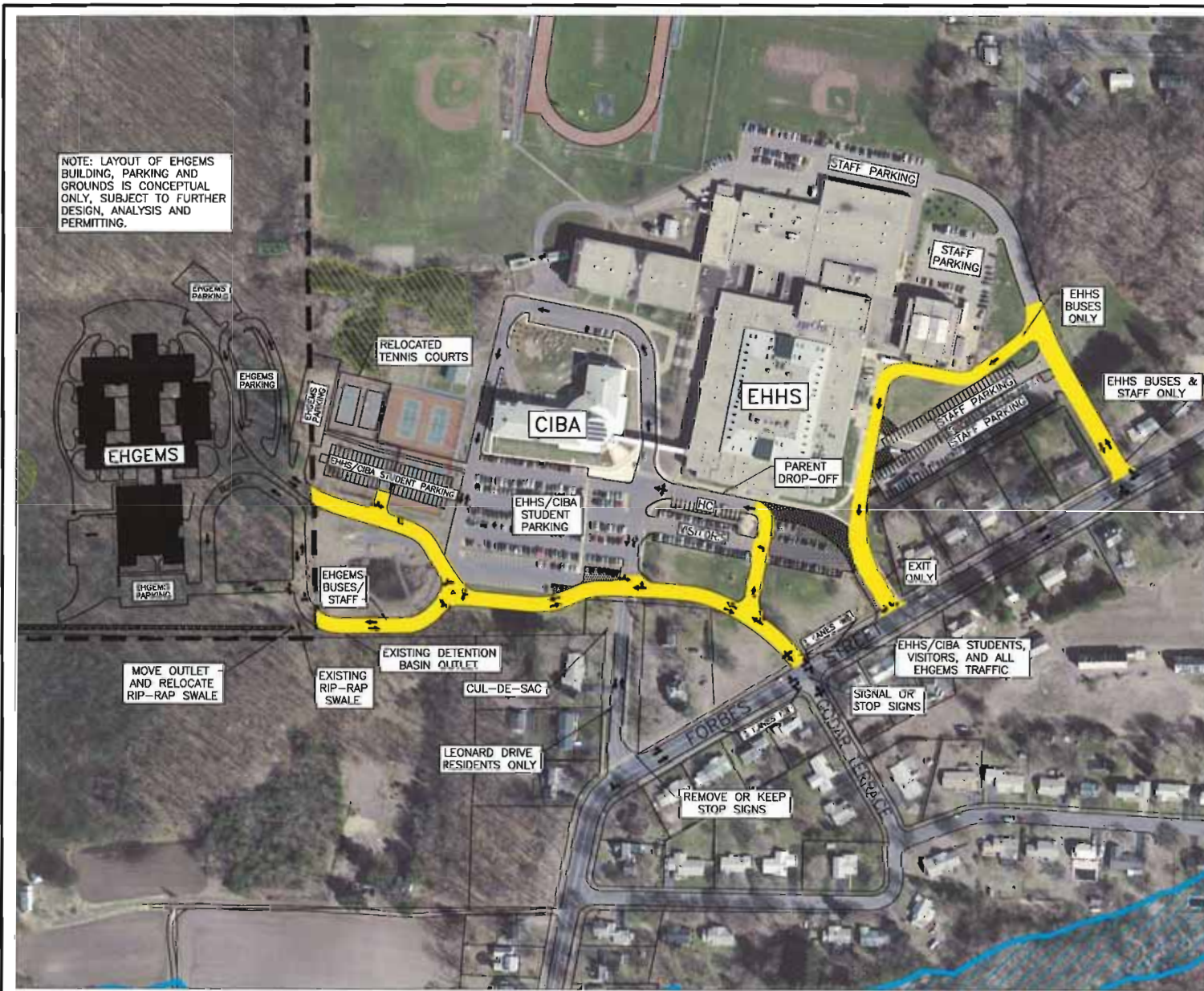
The results of the access study (Figure 1.2.3-1) were presented at a public information meeting on June 14, 2006 at the CIBA. Approximately 15 local citizens were in attendance and many of them provide commentary on the preferred alternative. On July 6, 2006, the East Hartford Town Council convened a public hearing on the proposed EHGEMS access plan. After hearing comments, the Council adopted a resolution to adopt the plan with a list of recommendations and changes to the preferred plan. The recommendations included:

- No signal control installed at Forbes Street and Godar Terrace;
- Keep the existing stop signs at Leonard Drive and Forbes Street;
- Erect a sign designating no right turn from Godar heading north to Forbes Street to discourage "cut-through" traffic;
- Move the Connecticut Transit bus stop from its existing location (corner of Forbes Street and Godar Terrace) to the EHHS property; and,
- For construction of the new access drive, avoid the tree located on the front lawn of EHHS.

These feasibility and implementation of these recommendations will be examined during the design phase of the project.

The preferred plan (without the Town Council recommendations) is shown in Figure 1.2.3-1 and the plan that incorporates the Council's recommendations is shown in Figure 1.2.3-2.

The access drive is proposed to be a two-lane facility (one lane in each direction) along the alignment. Public water, electricity, gas, and communication utilities would be provided along this proposed alignment. Public water would be provided by the Metropolitan District Commission (MDC) from Forbes Street. Electricity would be provided by Connecticut Light & Power (CL&P) from Silver Lane or Forbes Street. Heat would be provided by Connecticut Natural Gas (CNG) from Forbes Street, as would telephone service. All the above-mentioned utilities would be placed below ground. No new overhead utilities are proposed. Stormwater from the road would be directed to either the existing detention basin of the EHHS/CIBA just south of the tennis courts or to a new stormwater management facility to be located on the magnet school site proper.



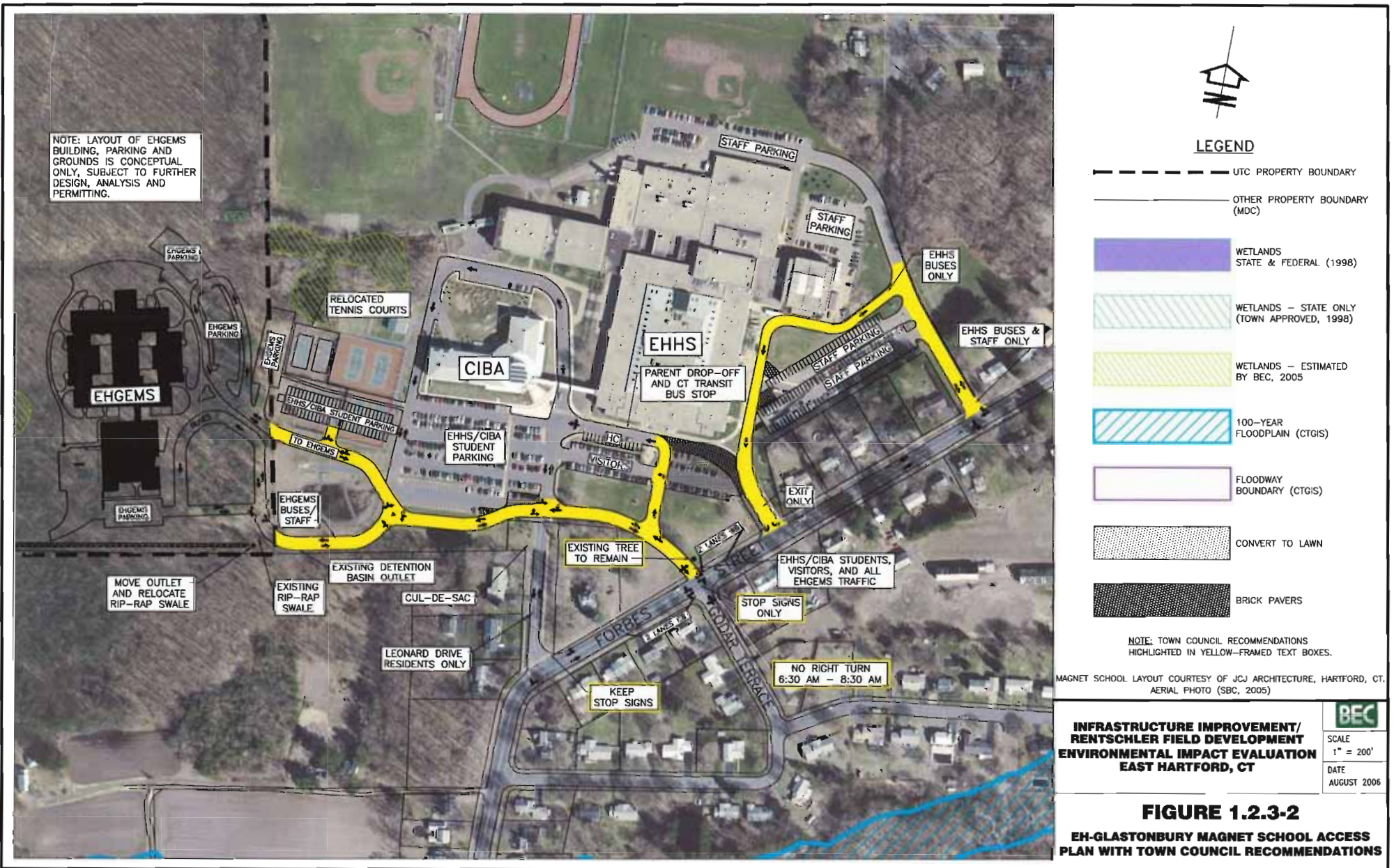
LEGEND

- UTC PROPERTY BOUNDARY
- OTHER PROPERTY BOUNDARY (MDC)
- WETLANDS STATE & FEDERAL (1998)
- WETLANDS - STATE ONLY (TOWN APPROVED, 1998)
- WETLANDS - ESTIMATED BY BEC, 2005
- 100-YEAR FLOODPLAIN (CTGIS)
- FLOODWAY BOUNDARY (CTGIS)
- CONVERT TO LAWN
- BRICK PAVERS

MAGNET SCHOOL LAYOUT COURTESY OF JCJ ARCHITECTURE, HARTFORD, CT.
AERIAL PHOTO (SBC, 2005)

INFRASTRUCTURE IMPROVEMENT/ RENTSCHLER FIELD DEVELOPMENT ENVIRONMENTAL IMPACT EVALUATION EAST HARTFORD, CT	
	SCALE 1" = 200'
	DATE AUGUST 2006

**FIGURE 1.2.3-1
EH-GLASTONBURY MAGNET SCHOOL
PREFERRED ACCESS PLAN**



1.2.4 Indirect and Cumulative Actions

As required by CEPA, the indirect and cumulative impacts of the Proposed Action must also be evaluated in the EIE. As previously described, the Proposed Action (i.e. the activities causing direct impact) consists of five state-funded activities:

- Construction of long term transportation improvements at the Roberts Street/Silver Lane intersection,
- Construction of long term roadway improvements at the I-84 westbound off ramp at Roberts Street,
- Construction of long term transportation improvements in the Route 2/Brewer/Main/High Streets area,
- Development of permanent Stadium parking areas, and
- Construction of an access road leading to the new EHGEMS.

The impacts of these activities (herein referred to collectively as the Proposed Action) are considered in CEPA as **direct** impacts, i.e. the actions have direct impact to the man-made or natural environment (Table 1.2.4-1). **Indirect** impacts are not defined in CEPA statute or regulation, however, the National Environmental Policy Act (NEPA) definition is generally accepted as applicable to CEPA. NEPA defines indirect (often referred to as secondary) impacts as "reasonably foreseeable indirect consequences to the environment caused by an action that occurs either later in time or not in the same location as the direct impacts".

Cumulative impacts are defined by CEPA as "impacts on the environment which result from the incremental impact of the action when added to other past, present or reasonably foreseeable future actions to be undertaken by the sponsoring agency". For this project, this definition has been extended to actions undertaken by other (e.g. UTC developer, CREC) parties, since their collective actions represent a potential significant impact in the project area.

For the purposes of this document, the direct impacts are those associated with the four state-funded activities (listed above), whereas the indirect actions are associated with the envisioned development of Rentschler Field facilitated by the state-funded activities.

Table 1.2.4-1 lists each activity and classifies them as direct or indirect. To maintain clarity for the reader, the document sections are subdivided into two general categories, "Transportation Impacts" and "Site Development Impacts", irrespective of whether the activities are direct, indirect or cumulative in nature.

Construction of the access road leading to the proposed magnet school would result in indirect impacts, namely the construction of the school and associated facilities. The indirect impacts of the proposed magnet school are covered in the "Site Development Impacts" subsections.

The proposed state-funded transportation improvements would have indirect impacts to the man-made and natural environment in the form of increased development potential at Rentschler Field. The Master Plan developed by TMG is the principal indirect action that would result from the roadway improvements; therefore its impacts are evaluated in this EIE and its project elements are discussed in detail below.

The Matos Group Rentschler Field Master Plan is a proposed large-scale development of mixed uses that would result in the development of up to approximately 5.7 million sf of new buildings. Potential uses, as allowed within the DDD and stated in the Master Plan, include:

- Amenity/Restaurant,
- Cultural,
- Educational,
- Hotel,
- Medical/Fitness,
- Office,
- Technology,
- Residential,
- Retail/Entertainment,
- Sports,
- Manufacturing, and Open Space.

The Master Plan is intended to be implemented over a period of approximately 15 years, given the current market conditions. The exact facilities and usage of the Master Plan will occur in response to fluctuating market conditions and tenant needs. However, at this time, the Master Plan envisions two general phases. Phase 1 (Figure 1.2.4-1) would involve target completion dates of 2007/2008 for the following uses, totaling approximately 900,000 sf as listed below.

- 227,500 sf Destination/Retail facility (Cabelas),
- 100,000 sf CCAT facility, and
- 572,500 sf of additional retail, office and mixed-use development.

Specific site plans for these projects have not been developed to date. The full buildout of the Master Plan would include the initial projects listed above and other potential projects to occur in subsequent phases.

The full implementation of the Master Plan (Figure 1.2.4-2, Table 1.2.4-2) would result in impacts to the UTC property and surrounding area; therefore, these impacts are evaluated as indirect impacts in this EIE. The significant amount of development would result in transportation improvement needs on the local street system as listed in Table 1.2.4-1. These additional transportation improvements also constitute secondary actions, with associated impacts.

The cumulative activities evaluated in this EIE also include the “reasonably foreseeable” projects in and near the project area that have the potential to affect the study area environment. As a practical matter, any projects that have received the necessary approvals/permits or projects that are currently in the permitting process are assumed to have a reasonable chance of occurring and, therefore, are considered as cumulative actions in this EIE. Cumulative activities (and their impacts) differ from indirect activities in that they will occur independently of the Proposed Action. The cumulative activities in and near the project area are listed in Table 1.2.4-1, footnote 2

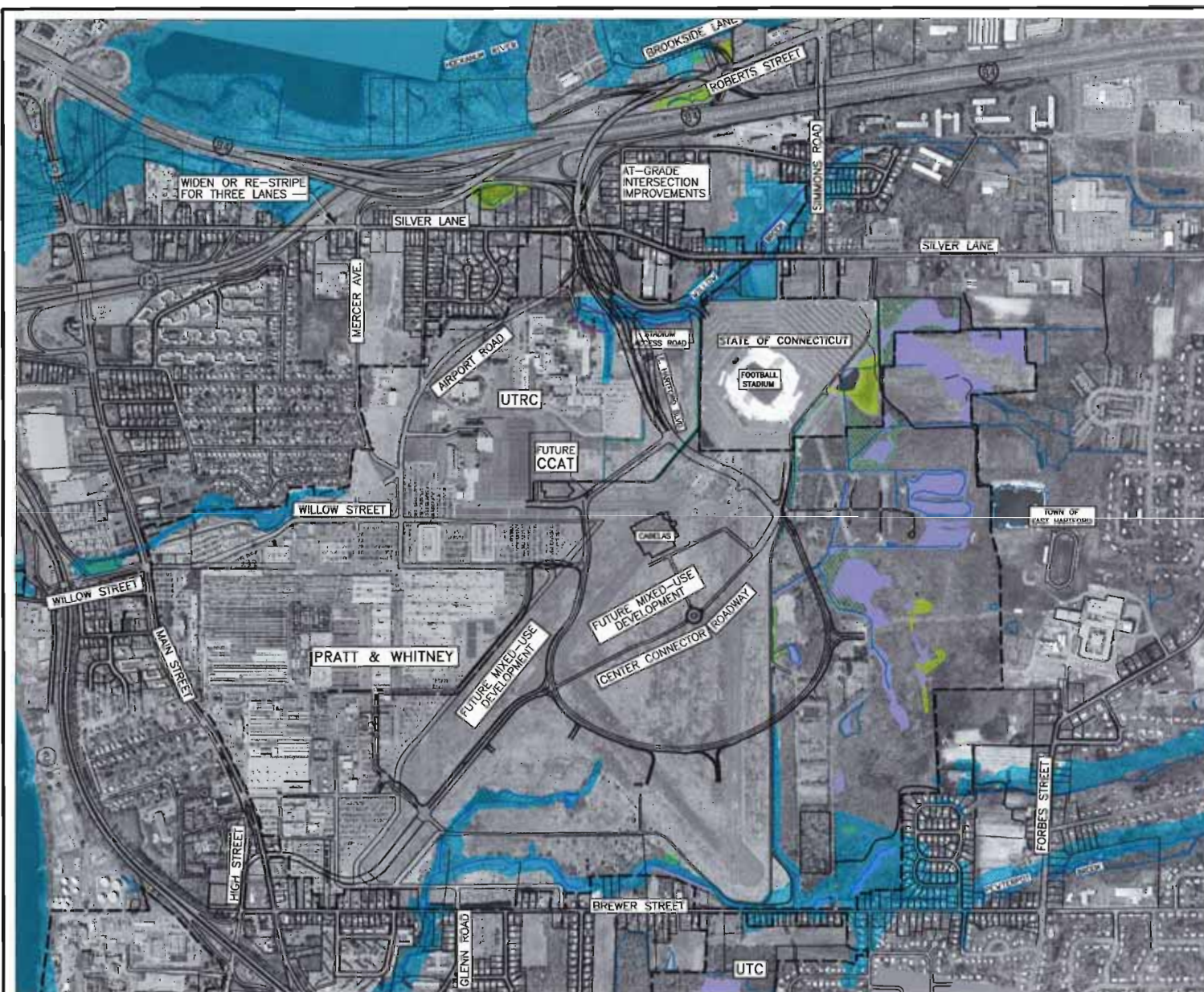
Table 1.2.4-1. Activity, Type of Impact, and EIE Subsection Location.

Activity	Type of Impact	EIE Subsection
Roberts Street/Silver Lane Grade Separation ¹	Direct	Transportation Impacts
East Hartford Boulevard North ¹	Direct	Site Development Impacts
Route 2/Brewer Street/Main Street/High Street Improvements ¹	Direct	Transportation Impacts
Access to EHGEMS ¹	Direct	Transportation Impacts
I-84 Ramp Improvements ¹	Direct	Transportation Impacts
Stadium Parking Plan ¹	Direct	Site Development Impacts
Main Street/Willow Street Intersection	Indirect	Transportation Impacts
Mercer Avenue Improvements	Indirect ³	Transportation Impacts
Silver Lane/Forbes Street Intersection	Indirect	Transportation Impacts
Rentschler Field Master Plan - Phase 1	Cumulative	Site Development Impacts
Rentschler Field Master Plan Development - beyond Phase 1	Indirect	Site Development Impacts
Master Plan internal roadway	Indirect	Site Development Impacts
EH-Glastonbury Magnet School Building and Grounds	Indirect	Site Development Impacts
Silver Lane	Indirect	Transportation Impacts
Main Street/Silver Lane Intersection	Indirect	Transportation Impacts
Simmons Road	Indirect	Transportation Impacts
Other foreseeable site development and transportation projects in the study area ²	Cumulative	Cumulative Impacts

¹ The Proposed Action

² Approved or imminent projects include: Cabelas store; Phase 1 transportation improvements at Roberts St. /Silver Lane and East Hartford Boulevard North; CCAT, 35-lot subdivision at Mercer Avenue/Silver Lane, DOT-planned traffic improvements at Silver La./Forbes St. intersection; closure of the Route 2 ramps at Sutton Avenue; and, 65-unit adult and active housing complex at Forbes Street/Silver Lane.

³ The State may provide funding for the Mercer Avenue connection to UTC property.



LEGEND

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- 100-YEAR FLOODPLAIN (CTGIS)
- FLOODWAY BOUNDARY (CTGIS)

AERIAL PHOTO (SBC, 2002 AND COL-EAST, 2005)

**INFRASTRUCTURE IMPROVEMENT/
RENTSCHLER FIELD DEVELOPMENT
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EAST HARTFORD, CT**

SCALE
1" = 1000'
DATE
AUGUST 2006

**FIGURE 1.2.4-1
PHASE I INFRASTRUCTURE
AND SITE DEVELOPMENT**

Table 1.2.4-2. Master Plan Elements and Phasing

Land Use Type	Description	Size (sf)	Phase 1 2007/2008	Later Phases
Office/Research	General Office	862,000		862,000
	Single Tenant Office	480,000		480,000
	Research and Development	700,000	100,000	600,000
Education	Fire Station	20,000		20,000
	University/College	120,000		120,000
Sports/Medical	Sports Medical Facility	93,000		93,000
	Pharmacy	10,000		10,000
	Health Club	50,000		50,000
	Multi-Purpose Recreational	40,000		40,000
	Racquet/Tennis Club	60,000		60,000
	Soccer Complex	170,000		170,000
Hotels	Hotel	480,000		480,000
	Hotel	230,000		230,000
Residential	Condominiums	190,000		190,000
Destination Entertainment and Retail	Shopping Center	1,634,500	572,500	1,062,000
	Free Standing Discount Store	227,500	227,500	
	Supermarket	50,000		50,000
	Live Theater	20,000		20,000
	Movie Theater	100,000		100,000
	Furniture Store	100,000		100,000
	Coffee Shop	5,000		5,000
	Bar/Drinking Place	36,000		36,000
	Quality Restaurant	60,000		60,000
TOTAL		5,673,000	900,000	4,773,000

Source: The Matos Group

Note: The proposed uses for the site development, particularly the later phases, are subject to change. Future land uses will be determined by market conditions and other factors that may fluctuate over time. The purpose of this table is to present a reasonable full build development scenario for the purpose of estimating environmental and socioeconomic impacts.

1.3 PURPOSE AND NEED FOR THE PROPOSED ACTION

As described in Section 1.2, the Proposed Action consists of five state activities:

- Construction of long term transportation improvements at the Roberts Street/Silver Lane intersection and East Hartford Boulevard North,
- Construction of long term roadway improvements at the I-84 westbound off ramp at Roberts Street,
- Construction of long term transportation improvements in the Route 2/Brewer/Main/High Streets area,
- Development of permanent Stadium parking areas, and
- Construction of an access road and utilities leading to a new EHGEMS.

Each activity is described separately; however linkages between the activities are noted so as to provide a broad view of the overall Proposed Action.

The purpose of the first three items listed above, namely the long term transportation improvements described in Sections 1.3.1 and 1.3.2 below, is to provide safe and efficient access to the undeveloped portions of Rentschler Field for the purpose of economic development. One of the primary missions of DECD is to facilitate economic growth through the funding and construction of infrastructure needed to support such development. Emphasis is placed on sites which are prime for redevelopment in economically distressed areas such as East Hartford. The proposed transportation improvements, as described in Section 1.2 are necessary to support approximately 5.7 million sf of mixed use development. Such a development would create new jobs and substantially add to the tax base of the Town of East Hartford and the State of Connecticut. The proposed 5.7 million sf of development is forecasted to support approximately 14,700 jobs on-site. From 2007 to 2026 it is estimated that, in any given year, 4,390 net new jobs will have been created as a result of the development. This includes direct jobs (on-site), indirect jobs (off-site) and construction jobs. The development project will increase the Gross Regional Product by \$4.1 billion within Hartford County, averaging \$392.7 million per year over baseline projections for the region. New local tax revenues are expected to average \$22.7 million annually, with much of this accruing to the Town of East Hartford.

The needs for the individual proposed actions, from a traffic perspective, are described below.

1.3.1 Roberts Street/Silver Lane Intersection

A traffic analysis prepared by Fuss & O'Neill for TMG indicated that approximately 900,000 sf of development could be accommodated with relatively minor transportation improvements. This development and its associated transportation improvements are referred to as Phase 1 of the Rentschler Field Development and constitute activities that would be funded entirely by private entities (i.e. no state financial assistance).

The traffic analysis was conducted for the year 2008 and assumes a 900,000 sf development scenario consisting of destination retail, retail and research and development uses as described in Section 1.2.4 of this EIE.

The Phase 1 transportation improvements and the proposed Phase 1 development would result in acceptable (A-D) levels of service at the Roberts Street/Silver Lane intersection (Table 1.3.1-

1). Additional traffic beyond the Phase 1 development would result in unacceptable levels of service (E or worse), at which time additional transportation improvements would be needed.

The Phase 1 improvements at the Roberts Street/Silver Lane intersection would involve at-grade lane widenings, lane additions and the initial phase of construction for East Hartford Boulevard North to the development site. The only means of providing substantially more capacity to the roadway system would be to vertically separate Silver Lane and Roberts Street, so that traffic flow does not intersect. When such a situation occurs, Roberts Street has a free flow condition to and from the development site and the I-84 ramps.

Table 1.3.1-1. Levels of Service for 2008 With Phase 1 Development and Transportation Improvements

Intersection	PM Levels of Service
Roberts St. @ I-84 WB OFF Ramp/Access Road	B
Roberts Street @ I-84 EB Ramps	D
Silver Lane @ Forbes Street	D
Silver Lane @ Simmons Road	A
Silver Lane @ Roberts Street/Pratt & Whitney	C
Silver La. @ Mercer Ave./I-84 HOV Ramps	A
Brewer St. @ Glenn Rd./P&W Drive	A
High St. @ West Brewer St./Rt. 2 WB Ramp	D
Main St. @ Rt. 2 WB off ramp	B
Main St. @ Brewer St.	B
Main St. @ Ensign St./P&W Drive	B
Main St. @ Crosby St./P&W Drive	B
Main St. @ Willow St./Willow St. Ext.	D
Main St. @ Brown St.	A
Main St. @ Rt. 5/15 NB Ramps/CSP Union Drive	B
Main St. @ Silver Lane	D
Rt. 15 SB on ramp @ Silver La.	D ¹
East River Dr. @ Rt. 15 SB ramps	A
High St. @ P&W Drive	B

¹ Unsignalized intersection; all others signalized
Source: Fuss & O'Neill, June 2006

1.3.2 I-84 Westbound Off Ramp at Roberts Street

The I-84 westbound off ramp at Roberts Street currently operates with Roberts Street as the dominant traffic movement. Ramp traffic is subservient to the Roberts Street through traffic. With full build development, there will be a substantial increase in the AM peak hour traffic on this ramp, turning left onto Roberts Street to access Rentschler Field. In order to achieve acceptable levels of service and to prevent ramp traffic from backing-up onto I-84 mainline, the ramp movement must be configured and signalized as the dominant movement. Therefore, geometric improvements to this ramp are proposed.

1.3.3 Route 2/Brewer/Main/High Street Area

In order for development to proceed beyond Phase 1, an additional connection between the Rentschler Field development site and the surrounding roadway network is required. Much of the proposed development and major areas of future Stadium parking are being proposed along the southern borders of the UTC property. It is logical and efficient to provide a southern connection to Main Street, High Street and Route 2. This allows better access for traffic generated from the site, and relieves traffic from the northern (Roberts Street/Silver Lane) and western (Willow Street) roadways.

If no southern connection was to be provided, the 5.7 million sf of development could not be realized, nor would access to the proposed Stadium parking areas 5 and 6 be feasible. The only existing southern connection to the project area is the existing drive along Brewer Street across from Crosby Drive. This services the southern P&W parking fields. Use of this route was considered, however Brewer Street would need to be widened for a distance of approximately 1,800 feet in order to provide capacity for the existing P&W traffic, local through traffic and the site-generated traffic. The widening would result in impacts to approximately nine residential properties. Therefore, a southern connection that would minimize impacts to residential properties and direct site-generated traffic away from residential streets was developed (Figure 1.2.1-8).

1.3.4 Stadium Parking Plan

The purpose of the Stadium Parking Plan is to provide an adequate number of vehicular parking spaces for Stadium events within a reasonable distance of the Stadium. The current parking agreement between the State and UTC has to be modified in order for Stadium parking to co-exist with the planned development of Rentschler Field. As such, UTC and OPM, with technical input from DOT, have agreed to a Stadium Parking Plan that calls for the development of a portion of Rentschler Field for future Stadium parking. The agreement is for 65 acres of usable area as dedicated Stadium event parking and/or shared parking between Stadium events and future tenants of the site.

The parking required for Stadium events was established from existing records on vehicular parking and Stadium attendance. For a sell-out football game, the parking demand is estimated at 16,000 spaces including staff and media personnel. Currently, all of the parking is accommodated on-site in reserved parking areas around the Stadium and on the runways and grassy areas to the west and south of the Stadium. A relatively small number of vehicles are parked in private lots along Silver Lane.

In the future, the existing reserved parking around the Stadium would remain, however the runways and grassy areas currently used for parking would be developed as part of the Rentschler Field Master Plan. Therefore, an additional 65 acres of usable land is needed to accommodate a sellout event at the Stadium.

1.3.5 EHGEMS Access Drive

CREC is a regional educational service center that assists the State Department of Education in planning and implementing desegregation strategies. One of CREC's duties is to develop a system of magnet schools in the Greater Hartford region. The first of these magnet schools was established in 1992 and since then six additional CREC magnet schools have come into existence. The EHGEMS would be the seventh such facility. The school would integrate students from different socioeconomic backgrounds in the Greater Hartford area.

The existing EHGEMS is currently housed within a portion of O'Connell School in East Hartford. The need for this magnet school and others in the Greater Hartford Area was borne out of several studies and litigation (*Sheff v. O'Neill*) in the later 1980s and 1990s. The 1988 report by The Committee on Racial Equality concluded that there are two separate types of school systems in the Greater Hartford region. One type consists of students from relatively wealthy backgrounds who perform well on the State's standardized tests and continue their education past 12th grade. The other is one that has a concentration of many students from low socioeconomic backgrounds. These districts are predominantly minority, have low rankings on the State's standardized tests, have high dropout rates, and have a significant number of students for whom English is their second language.

The Committee's recommendations included a number of measures to be taken that would address the disparity between Connecticut's urban and suburban schools. One such measure was the establishment of interdistrict magnet schools. These schools would enroll students from predominantly minority school districts and from school systems that were predominantly white in enrollment. The Committee cited research from the 1960s that showed that integrated schools make a significant difference in the improvement of academic achievement of minority students.

The proposed EHGEMS would be located on a 15-acre parcel of land, currently owned by UTC, immediately west of the CIBA. In order for the school to be constructed and become operational, a new access drive with utilities is needed. The purpose of the magnet school access road is to provide safe and efficient access for vehicles traveling to and from the proposed 400-student EHGEMS. Access is required for buses, staff, service vehicles and visitors.